Central American NEWSLETTER

Newsletter of the Central American Group of the Spanish Main Society.

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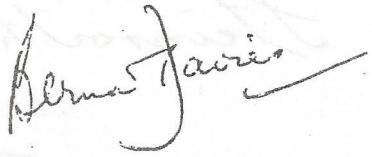
Issue No 19 March 1985

EDITORIAL

The next meeting of the Central American Group of the Spanish Main will be held on Saturday 20th April, as usual in the Allenby Room of the Victory Services Club, Seymour Street, Marble Arch, from 10.30 a.m. onwards. We hope for a really good attendance, and would welcome new exhibitors to help make a varied and interesting day.

In order to ensure publication of one or two longer articles which we have been holding for some time, we are on this occasion delaying publication of the items of CAUSERIE which we have received. However, we assure members that we are still anxious to receive such items; we shall try to ensure publication in June. We also need other interesting contributions, please; in particular, we should be grateful if those who complain that there is "too much Nicaragua and Costa Rica" or "not enough XYZ" would write something relevant to their own interests, since this is the only way we can obtain "copy". Although, by accident, we seem to be assuming the nature of a magazine, we would remind members that our original function as a "newsletter" was to promote the exchange of information among members. As far as we are concerned, we would like members to bear in mind that it is more blessed to give than to receive! Your contributions please!

Some time ago, one or two members suggested that we should provide an Index to the contents. Once again, this involves someone's time and effort, and those who had this splendid idea did not offer to do the job themselves. Now we hope to provide an Index of numbers 1-20, in June. This will once again mean hard work for the willing horses - in this case, Michael Birks, who does so much for Spanish Main as well as for other philatelic organisations such as the N.W.Federation. We do welcome your ideas and suggestions, but even more we welcome the offer of help in putting them into practice.



Editor

COSTA RICAN AMBULANTE POSTMARKS - SOME NEW DISCOVERIES

by RICHARD SAUNDRY

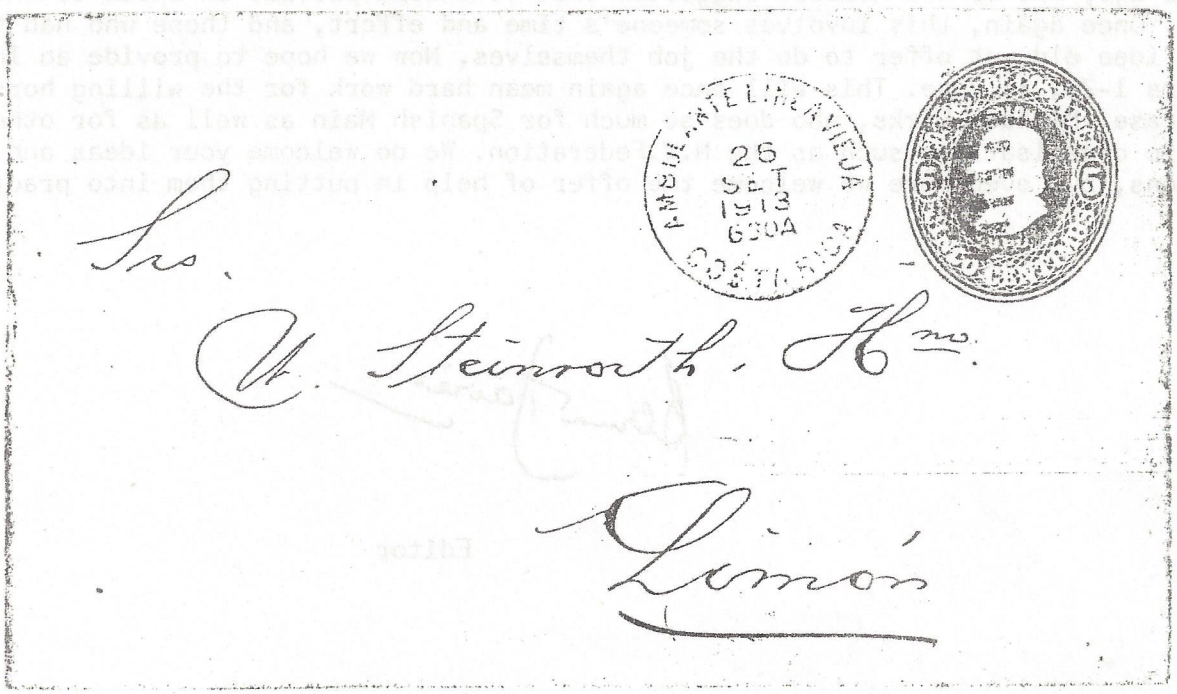
Probably the most comprehensive series of articles dealing with the ambulante postmarks of Costa Rica is that assembled by H Dana Mitchell in the five part article published in the Costa Rican Philatelist in 1954/55. In these articles he expressed his belief that all the types of postmarks were not known and that it was a distinct possibility examples of additional ambulante postmarks might eventually be found. It was with great excitement therefore that after reading this series of articles I re-examined the covers in my collection and found two new examples of postmark types previously reported by Mitchell. In addition I have an example of what I believe to be a hitherto unreported type.

1 Type XIX - "Ambulante a Limon - A"

On page 46 of CRP vol 26 Mitchell states clearly that under handstamps type XIX (Mitchell's classification) that a postmark of this type inscribed "Ambulante a Limon - B" had been reported but there had been no such report of a postmark with the letter "A". I can now report that this handstamp did exist as I have a 2c postal stationery card (H & G 13) written in Limon, and addressed to San José. The 2 centimos imprint is cancelled by a dumb obliterator using thick black ink, and at the bottom of the card is a clear strike of the double-circle date stamp, type XIX, "AMBULANTE A LIMON - A" in pale purple ink dated JUL 3 1912. Since the inks of the two postmarks are different I would suggest that the ambulante mark was applied during transit of the card when it was found that it had not been correctly cancelled in Limon.

2 Type XXI - "Ambulante Linea Vieja"

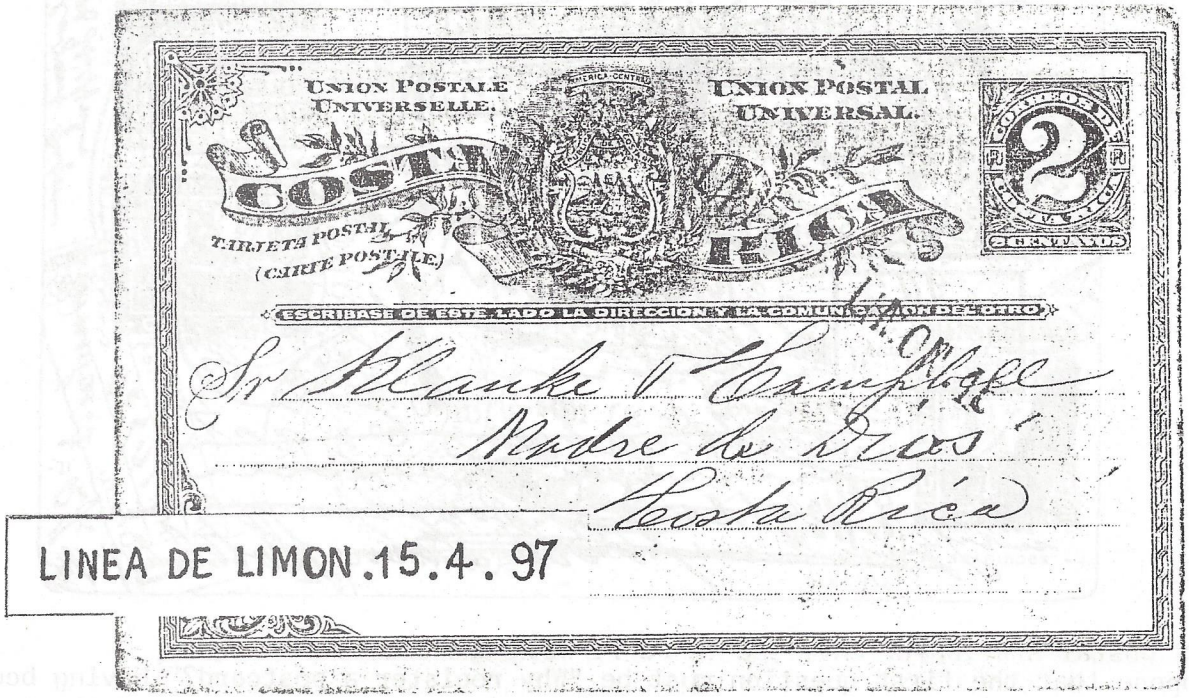
On the same page of the Mitchell article is described type XXI, the single circle ambulante postmark, diameter 29-30mm, with or without a 9-bar oval grid killer attached. I have a postal stationery envelope (H & G 9) with the embossed stamp cancelled by a clear strike of "AMBULANTE LINEA VIEJA" for 26 September 1913, and with the attached killer portion.



I have never had the opportunity to examine another type XXI with which to compare the strike on the cover in my collection, but if I were to describe the killer portion I would say it was an 8-bar oval rather than the 9-bar oval described by Mitchell.

3 Newly Discovered Type - Straight Line "Linea de Limon", Plus Date

Now we come to the most exciting discovery. Mitchell acknowledges that there are serious gaps in our knowledge of Costa Rican ambulante postmarks for the end of the last century. Examples on cover are quite scarce and our knowledge of several types is derived from reconstructions of partial strikes on loose adhesives. I have acquired a postal stationery card (H & G 3) which has impressed in faint black ink in a straight line with non-seriffed letters "LINEA DE LIMON. 15.4.97", 4 x 67mm.



Fortunately the message on the card is written in clear English and dated April 15th 1897, so that the very faint impression of the figures in the postmark can be reconstructed with absolute certainty. It is addressed from Erño Seco to Madre de Dios so that it should be possible for someone who is far more familiar with the geography of Costa Rica than I am to assign the ambulante mark to the correct railway line running in and out of Limon. It is the main line from San Jose, the branch line from Guapiles, the Pacific coast loop, the Zent branch, or the Estrella branch? In any event the message on the card is not without its own interesting railway connotations and serves as a social commentary of the times.

The message reads:-

"Erño Seco April 15/97.
Mrss Klanke & Campbell
Madre de Dios

Dear Sirs,
As a train knocked a steer off the track & broke his leg we have killed same & send you about 25 lbs & hope this will be satisfactory to you - we will send your regular order on Saturday as usual.

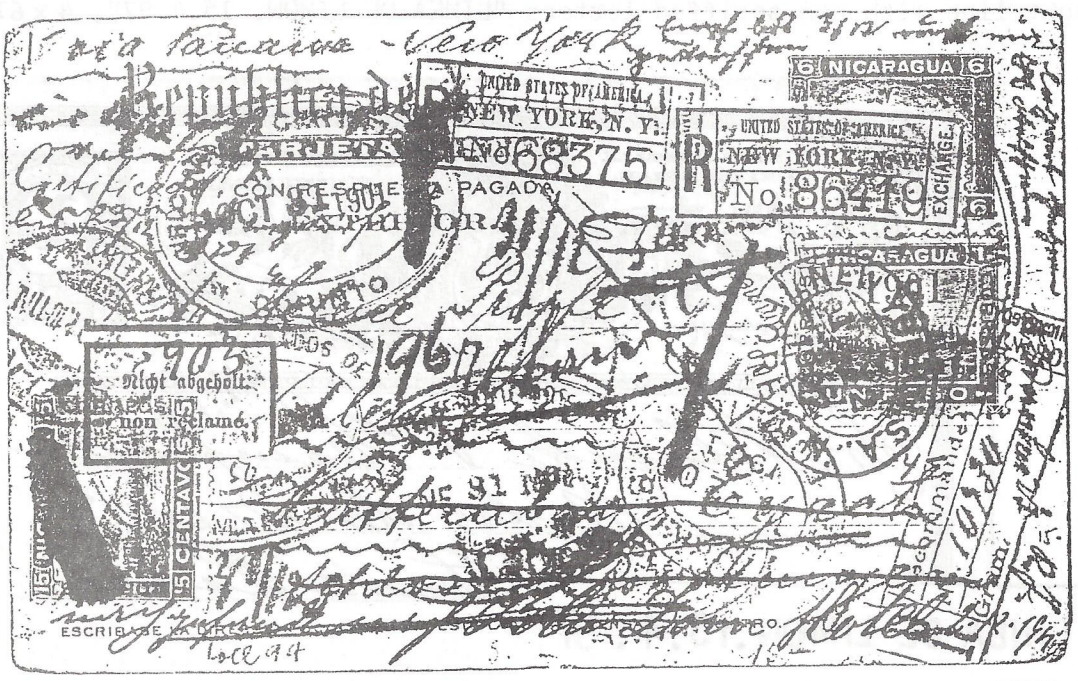
Yours truly

Schuff & Schafer per (Tr?)"

I note that several of the ambulante cards in my collection have the ambulante marks applied well clear of the adhesives or their equivalents on postal stationery. It is perhaps no coincidence therefore that most ambulante postmarks are rare on off-cover adhesives and the scarcity of surviving covers carried over railway branch lines at the latter part of the last centruy can easily account for the apparent gap in the ambulante story.

SORT THIS OUT, THEN by BERNARD DAVIES

It has often seemed to me that re-directed mail can tell much to the social historian, as well as holding interest for the postal historian, but it is rare that an item poses so many problems as the illustrated registered postcard.



I suppose that the first question must be "Why register a postcard?" Having been switched to Japanese after one lesson of German, in 1943, my reading of the text on the back may be suspect, but it simply seems to be questioning the arrival or non-arrival of previous correspondence. It is signed "Richard" and would seem to be sent to a relative or close friend. The addressee is Helene Prople in Germany; the rest of the address is so obscured by other markings as to remain uncertain, with the German arrival mark of 10th November 1901 at the left leaving only "Rhein" in brackets clearly readable. The correspondent dates the card Managua 27/10/1901.

Over the stamps, top right, one can read the Managua oval of 30th Nov.1901, with an identical date under the green German label at left, "Certificados de Managua", above which there is the Corinto oval dated 31st October 1901, with the rubber-stamp Corinto registration bottom right. To the left of that is the first New York Foreign transit mark, which seems to read "20th November", which would contradict the German arrival date. However, the manuscript signature of someone at "Dorn Hotel" (itself a re-addressing) is dated 2.12.1901, which could support either reading. Eventually the Germans returned the card, with the affixing of a green label "Nicht abgeholt/non reclamé", and it received a second New York foreign dating of 12th January 1902, and a second New York registration label - number 86419 as opposed to 68375 the first time. I don't know whether these numberings of registered mail help anyone to tell whether I have mis-read the first N.Y. transit date or the German arrival strike. Subsequent to its second passage through New York it arrived back in Managua on 31st Jan., 1902 (see oval, centre bottom of card) where it was presumably returned to sender, eventually to start its trek through the sale rooms.

Among various manuscript numberings on the card, which may mean something postally or may have been superscribed by dealers or auctioneers (in which case, they compounded the existing chaos unhelpfully!) are "903" in black ink on the green label, "196" in blue crayon to the right of the blue label, and "7" in black crayon. There are other items which I tend to discount - the "smudge" at the top could be a "T", but as the rather similar smudge at the bottom left (over the 15 centavos stamp) is certainly a smudge and nothing else, it may be that the "possible T" is just another instance of carelessness with ink.

Assuming that our printer manages to reproduce the illustration with his usual efficiency, you can rest assured that you are seeing the item as clearly as you would the original, where the various colours tend to hinder rather than help identification.

To sum up:

Written 27/10/1901
Posted Managua Certificados 30/10/1901
Transit Corinto with registration label 31/10/1901
* Transit New York, where first registered exchange label applied, ?20/11/01
* German arrival stamp somewhere in "Rhein"? 10/11/1901
Second transit New York 12/1/1902
Arrived back in Managua 31/1/1902

* obviously, one of these is wrong, or I have wrongly read it.

CLASSIC COVERS AND 1862-82 ISSUES OF NICARAGUA by Dr D A Pocock

Most Nicaraguan collectors must have drooled at the illustrations in Gibbons New York sale of March 1981 or the overlapping Feldman sale of September that year when a classic selection of the 1st issue on cover was "up for grabs". Maybe they all landed (or even some of them) with our members but, having no realistic aspirations for them myself, I feel that we should seriously start to record the classic covers and their pedigrees both of the past and for the future. I later turned to the Burrus sale of 1964 to find more and different delights and then to the references in Linns Almanac when Mr Oscar Schrenck had some of the same items in his 1950/51 sale.

One day Nicaragua will get a handbook comparable in quality I hope to Guatemala I & II but extending to Nicaragua I, II, III, IV V, and VI at least if justice is to be done to the myriad complexities of their Stamps and Postal History.

One aspect will to be to list these classic covers and any others that may exist bearing the 1st issue. So attached is the starter list with the limited information that can be gleaned from auctioneers description and their photographs. We need this list to be extended from holdings elsewhere and the history of each wherever it is known. I accept that this listing is preliminary - I have not attempted even a chronological order much less a classification, but if another 19 covers or even fronts exist I shall be surprised.

If a volunteer is required to collate these classics I will offer my services as an unbiased observer. I invite additions to this list as well as fuller histories of these recorded items where it can be provided from the records available to any of our members.

The listing appears on the next page.

Several years ago Kilian Nathan and John Fosbery wrote a most comprehensive article on the 1862-82 issue of Nicaragua. That was in Mainsheet Vol 3 No 9. Of great interest to me was the survey of copies postally used with the letter/numeral cancellations. Having now acquired a few myself over the years I have enumerated a similar table from my own holdings as well as a count of the examples used with other types of cancellations. I would suggest that their count was based on a selective system over the years in which each have acquired specific examples as and when they were offered. In my own case this survey is on random acquisition of collections and accumulations with no weeding out and so perhaps represents a more accurate index of frequency.

continued on page 7

1. RIVAS x 2 (to Rivas) 2¢ perf x 2 + 1¢ perf (5¢) No date.
   Gibbons '81., Feldman.

2. (Leon ?1864) 5¢ perf 3 + 1 (20¢) uncancelled but large '2' to Guatemala. Gibbon '81, Feldman.

3. Granada 1880 5¢ perf + 10¢ perf (15¢) to London. 1/- due.
   Gibbons '81, Feldman.

4. Corinto 1881 5¢ perf + 25¢ Roul to U.S.A.
   Gibbons '81, Feldman.

5. Granada 1881 5¢ perf + 25¢ roul (30¢) to Paris (with G.B. 1/- and 1½ Greytown). M/S 1976.
   Gibbon '81. Burrus '64, Oscar A. Schenck 1950/1 (lot 578 or lot 661).

6. Granada 1881. 5¢ perf & 25¢ roul (30¢) to Paris (with G.B. 3 x 4d + 1½ Greytown).
   Gibbons '81, Feldman.

7. (Granada) 1897 25¢ roul x 2 + 10¢ perf (=60¢) to U.S.A.
   Gibbons '81

8. —— 'STEAM/SHIP' 25¢ perf. to U.S.A.
   Gibbons '81, Feldman.

9. Granada 5¢ roul + 25¢ perf (30) to U.S.A.
   Gibbons '81, Feldman.

10. Managua 1882 4 x 1¢ roul (4¢) to Granada.
    Gibbons '81, Feldman.

11. Granada 1897 5¢ roul + 25¢ roul (30¢) to U.S.A. (with G.B. 3d + 1d).
    Gibbons '81. Oscar A. Schenck lot 668 1950/1. Ex Ackerman & Knapp.

12. Granada 1882 10p roul to London.
    Gibbons '81, Feldman.

13. Leon 1882 10¢ roul x 3 (30¢) to Paris. Ex Oscar A. Schenck (lot 579)
    Gibbons '81.

14. San Juan del Norte 1867 5¢ perf x 3 (15¢) to U.S.A.
    Burrus '64.

15. Granada 1882 25¢ roul + 10¢ roul (35¢) to Paris (with G.B. 4d)
    Burrus '64

16. Managua 1882 5¢ perf to Mexico.
    Burrus'64 (N/S) Basle 1965.

17. Granada 1884 10¢ roul + 25¢ roul (35¢) to London
    Burrus'64

18. Granada 1870 5¢ perf x 2 (10¢) to Spain.
    Burrus '64

19. 1880 5¢ roul + 25¢ roul (30¢) to France.
    Burrus'64 (N/S) Basle 1965

In general my conclusions parallel theirs as to frequency with a few exceptions though they have fewer listed as rarities than items I have managed to obtain.

It is interesting that they made no attempt to differentiate the soft porous or hard white papers and I have done the same. Indeed the yellowish paper of the 1862 is also very difficult to specifically identify and could well be confused with tropicalisation.

		1 S	2 R	3 G	4 J	5 M	6 M	7 L	8 CH	9 C	10 O	11 M	12 J	13 N	TOTAL
1 cent	P	-	-	1	-	-	4	3	1	-	-	-	-	1	10
	R	-	-	2	-	1	3	5	-	-	-	-	-	-	11
2 cent	P	-	2	1	1	1	2	-	-	-	-	-	-	-	7
	R	-	3	15	2	-	14	8	5	-	-	1	-	-	48
5 cent	P	-	3	19	1	2	17	12	3	4	1	-	-	-	62
	R	-	4	25	-	4	10	8	8	10	-	1	1	1	72
10 cent	P	-	-	-	-	-	2	1	3	-	-	-	-	-	6
	R	-	1	5	-	-	3	10	-	7	-	-	-	3	29
25 cent	P	-	-	-	-	-	-	-	-	-	-	-	-	-	0
	R	1	-	14	-	-	-	1	-	4	-	-	-	5	25
		1	13	82	4	8	55	48	20	25	1	2	1	10	270

P=85 R=185

Turning to the other cancellations, there is a great variety in the part strikes that one can recognise. There are stars, concentric circles of 2, 3 and 4 rings, various dotted squares, bars, pen cancels, c.d.s and unidentified marks. At this stage it does not seem profitable to break down each type and the denominations found with each cancel but merely to give a breakdown of used copies as follows.

1c	Perf	29
	Roul	7
2c	P	20
	R	3
5c	P	70
	R	95
10c	P	29
	R	8
25c	P	56
	R	20
		337 (P 204 R 133)

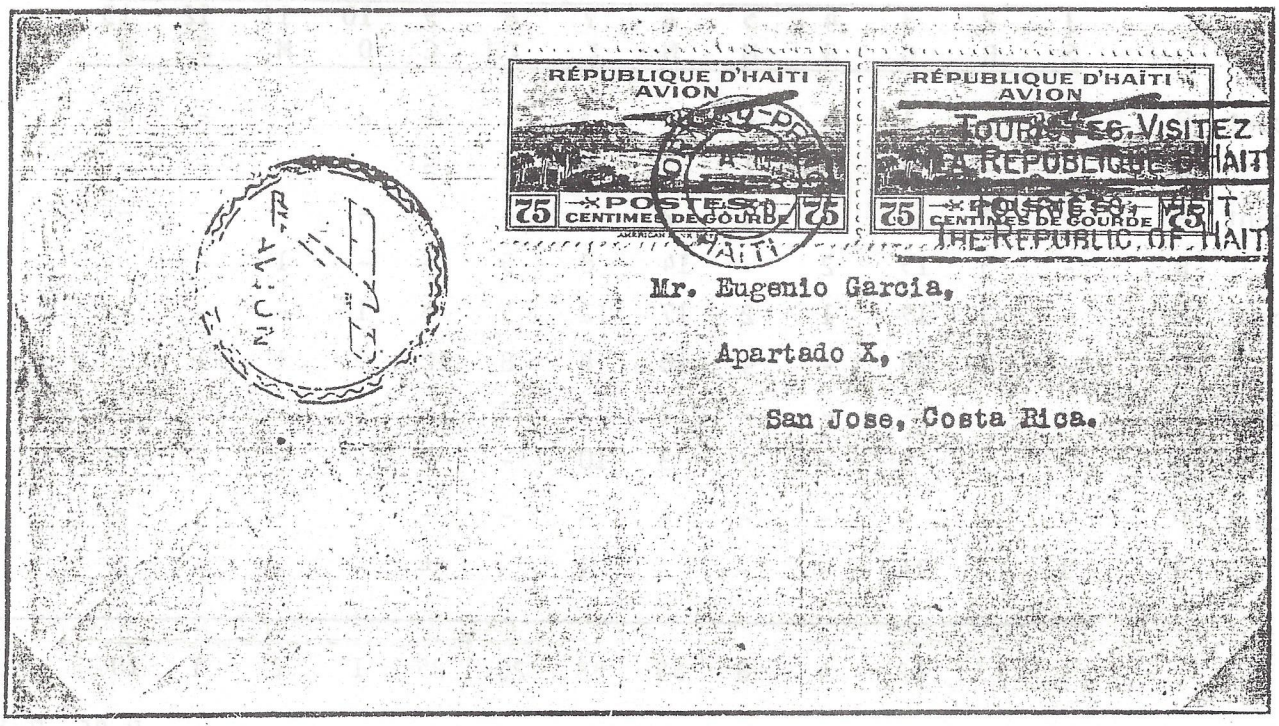
It would seem that the perf/roul ratio for numeral letter (85/185) is now reversed (204/133), and suggests the roulettes had an earlier issue range than the perforateds assuming the earlier usage of the numeral-letter cancellations.

Hopefully we might consider illustrating these other markings - many of which of course are transit or arrival marks and not truly Nicaraguan.

AN INTERESTING COSTA RICAN AIRMAIL COVER FROM 1930

by RICHARD SAUNDRY

At a stamp fair in London I recently acquired what at first sight promised to be just another relatively unexciting airmail cover. It was sent from Port-au-Prince, Haiti to San José, Costa Rica on 3 March 1930 and was not expected to contribute very mush to my airmail collection but, after all, it was my first example of a letter sent to Costa Rica from Haiti. Inspection of the two transit datestamps on the reverse of the cover suggested a rather unusual, albeit temporary route from Haiti to San José.



What was the situation on 3 March 1930? Pan-American Airways were in the process of developing their United States FAM Routes 5 & 6 leading to regular airmail services between Miami and Trinidad via the Caribbean route, (FAM Route 6), and between Miami and Cristobal C.Z. via Havana, Cuba and Central American republics (FAM Route 5), the latter eventually being extended to Trinidad via the north coast of South America to form what is known to philatelists as the "Lindberg Circle". By the date that this letter was sent flights by FAM Route 6 between Port-au-Prince and Miami via Havana had been regularised (inaugurated 9 January 1929). Similarly FAM Route 5 was operative between Miami, Havana and Cristobal. However arrangements to pick up and to deliver mail to points en route were only slowly agreed and San Jose did not receive or despatch mail via FAM Route 5 Airmail services until the flights of 11 March 1930, whereas Managua, Nicaragua had become an intermediary point with the flights effective 15 May 1929. The result of all this was that on 3 March 1930 it was possible to send a letter via airmail from Port-au-Prince to Managua using a combination of Routes 6 and 5 with exchange at either Havana or Miami, although Havana did not itself despatch to points on FAM Route 5 until 2 March 1931.

I suggest that my cover was flown to Managua and from there by the sea route to the Costa Rican Pacific port of Puntarenas; the evidence for this being a circular date stamp for Puntarenas 9 March 1930 on the back of the envelope. It would then be a simple task to forward the letter on to San José (10 March) via the Pacific Railway. Incidentally this route would have become an anachronism from the next day following receipt of the letter since San José was then included on Route 5 (11 March). Can anyone confirm this routing?

THE JAMAICA ROUTE by KILIAN E NATHAN

I found this postcard (1890) with the JAMAICA / TRANSIT postmark with a small German dealer.

This postmark is the only one I have ever seen on Nicaragua mail. I have another "Kingston" postmark on a SAN JUAN pre-stamp letter but without the transit postmark.

It's a strange routing, first that the card went through Corinto and not San Juan del Norte, second that it didn't go from Kingston (just next door) to Cuba and went instead first to New York before it was sent back to Cuba.

In my opinion this is a very rare Nicaraguan postal history item and I would love to know a little more about this "routing" and specially about the JAMAICA/TRANSIT postmark. Is it found very often on mail from other countries? or is it a rare postmark in itself? As Jamaica was then still a British Colony, there should be somebody in London who knows all the details. It would be very nice, if you could find me that information. Has anyone else seen this postmark?

Postcard from León to HABANA, Cuba

Via Kingston, Jamaica and New York

JAMAICA
TRANSIT

Cancelled León March 18, 1890
Transit postmark Corinto March 18, 1890
Transit postmark Kingston, Jamaica April 21, 1890
Transit postmark New York April 30, 1890
Arrival postmark Habana, Cuba May 7, 1890

NICARAGUA

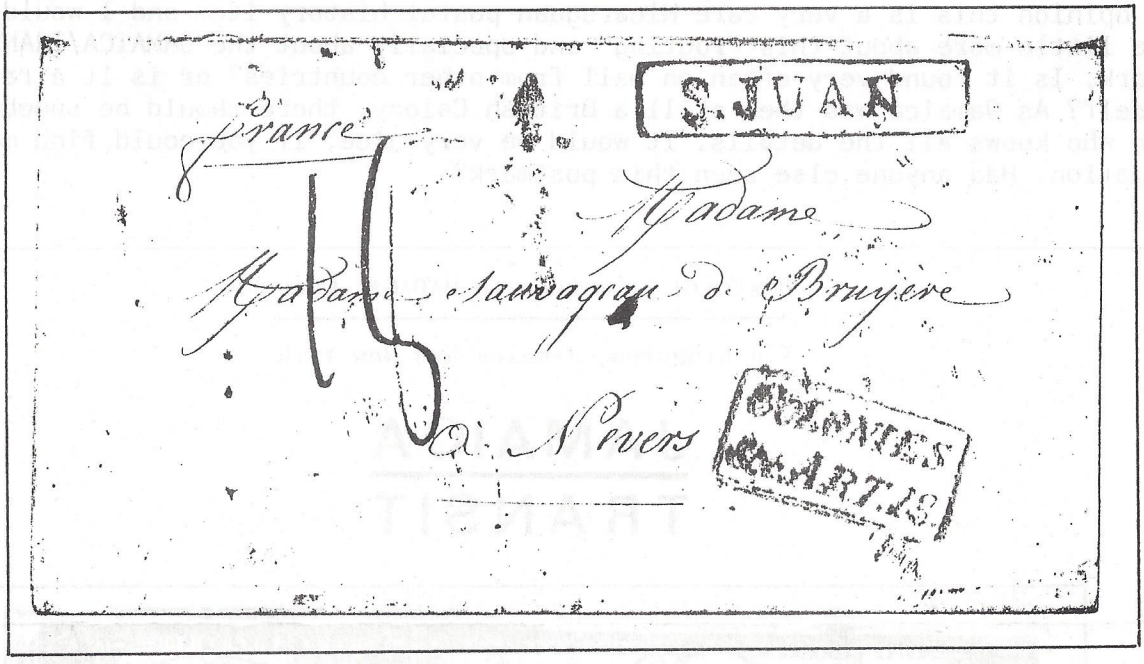
S.JUAN

EARLY FRANKS

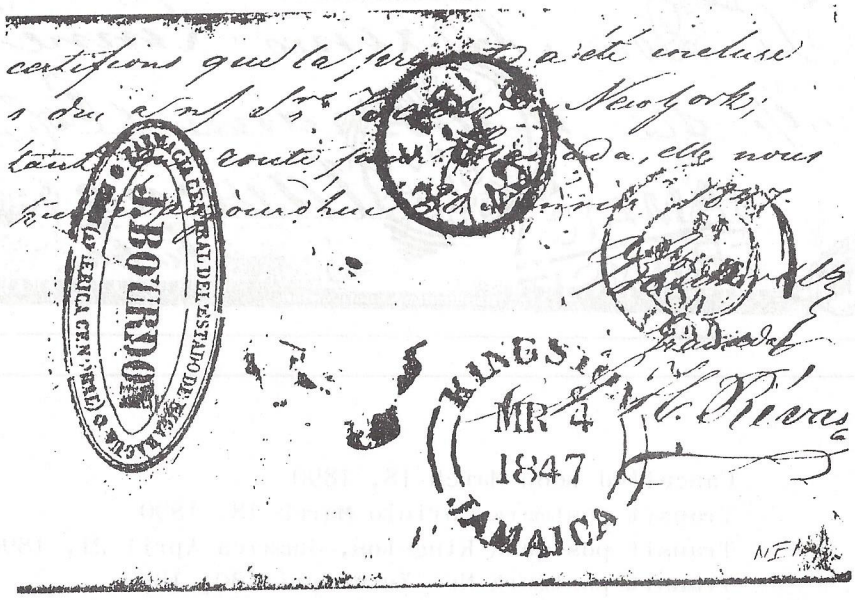
Pre - stamp period

1847

Cover from LEON to NEVERS, France



Cover hand - dated in transit at Granada January 20, 1847
Transit postmark S. JUAN (San Juan del Norte)
Transit postmark KINGSTON, JAMAICA March 4, 1847
French transit postmark in red COLONIES & c. ART.13 in frame
Transit postmark in red BS (British Ship) April 07, 1847
Transit postmark in blue ROUTE DE MOULIN April 10, 1847
Arrival postmark NEVERS April 11, 1847



1928 Pal & Cath

591	½c	483
592	1c	484
593	2c	485
594	3c	486
595	4c	487
596	5c	488
597	6c	489
598	10c	490
599	15c	491
600	20c	492
601	25c	493
602	50c	494
603	C1	495

1928 R de C

604	1c	RA37

1929 R de C

605	1c	RA39

1929

606	½c	500
a	↓	a
b	↑↑	b
c	↑↓	c
607	10c	499
608	1c/5c	504
a	0.10	b
b	0.0	c
c	↓	a
609	2c/5c	509
a	↓	c
b	↑↑	a
c	↑↓	b
610	2c/5c	510
a	↑↓	a
611	1c/10c	511
a	↑↑	a
612	2c/5c	512
613	1c/5c	RA38
a	de.	d
b	R,	e
c	↓	a
d	↑↑	b
e	↑↓	c
614	25c	C2
a	1929	U
b	AA	U
c	AA A	U
d	↓	c
e	↑↑	b
f	↑↓	a
615	25c	C1
a	1929	U
b	AA	U
c	AA A	U
d	↓	b
e	↑↑	c
f	↑↓	a
616	25c	C3
a	PAA	U
b	↓	b
c	↑↑	a
d	↑↓	c
0617	25c	C01
0618	25c	C02
a	↓	a
b	↑↑	b
c	↑↑↑	U
0619	50c	C03
a	↓	a
b	↑↑	b
c	↑↓	c
d	↑↑↑	U

1929-32 Pal & Cath

617	1c	513
618	3c	514
619	4c	515
620	5c	516
621	6c	517
622	10c	518
623	15c	519
624	20c	520
625	25c	521
626	50c	522
627	C1	523

1929 R de C

628	1c	RA40
a	↑↑	a

1929 Air

629	15c	C18
630	20c	C19
631	25c	C4
632	50c	C5
633	C1	C6

1930 Air Surch

634	15c/25c	C7
a	$↓	a
b	↑R↑Bk	b
c	↑↓	d
d	↑R↓Bk	c
635	20c/25c	C8
a	$↓	a
b	↓	b

1930 GPO

636	½c	525
637	1c	526
638	2c	527
639	3c	528
640	4c	529
641	5c	530
642	6c	531
643	10c	532
644	25c	533
645	50c	534
646	C1	535

1930 R de C

647	1c	RA41

1931 Surcharges

648	10c	536a
649	2c/10c	U
a	↑Br	U
650	2c/10c	536
a	↓	c
b	↑↑	b
c	↑↓	d
d	↑Br	U

1931 Official

0651	5c/10c	U
a	↑↑	U
b	↑Br	U
0652	5c/10c	0295
a	↑Br	U
b	↓Br	U

1931 Green Sur

651	15c/25c	C10
a	1391	a
b	1921	b
652	15c/25c	C9
a	1391	a
b	1921	b
c	↓	U
653	15c/25c	C11
a	1391	a
b	1921	b
c	↓	c
ca	↓1391	d
cb	↓1921	e
654	20c/25c	C12
a	1391	a
b	1921	b
c	↓	c
ca	↓1391	e
cb	↓1921	f
d	↑↑	d
da	↑↑1391	g
db	↑↑1921	h
655	20c/25c	C13
a	1391	a
b	1921	b

1931 Surcharges

656	½c	540
a	↓	c
b	↑↑	a
c	↑↓	b
657	1c	541
a	↓	c
b	↑↑	a
c	↑↓	b
658	2c	542
a	↓	c
b	↑↑	a
c	↓↓	b
659	3c	543
a	↓	c
b	↑↑	a
c	↑↓	b
660	5c	544
661	5c	545
a	↓	b
b	↑↑	a
662	15c	546
a	↑↑	a
663	25c	547
a	↓	b
b	↑↑	a
664	25c	548
a	↑↑	a

1931 R de C

665	1c	RA44
a	1931↑↑	a
b	1931↑↓	b

1931 Blue Surch

666	15/20/25	C14
a	1391	a
b	$Bk↓	c
c	Bl↓	b
d	Bl↑↓	d
667	15c/15c	C15
a	1391	a
b	↓	b
c	↑↓	c
668	15c/50c	C16
a	1391	a
669	15c/C1	C17
a	1391	a

1931 Official

with 1931

0670	1c	0298
a	↓	U
c	↑↑↑	U
0671	3c	0299
a	↓	a
b	↓↓	U
0672	5c	0300
a	1931↑↑	a
b	↓	U

without 1931

0673	6c	0296
a	↑↑	U
0674	10c	U
a	↓	U
0675	10c	0297
a	↓	U
b	↑↑	U

1932 GPO

670	½c	556
671	1c	557
672	2c	558
673	3c	559
674	4c	560
675	5c	561
676	6c	562
677	10c	563
678	15c	564
679	20c	565
680	25c	566
681	50c	567
682	C1	568

Air

683	15c	C20
U	violet	a
U	imp	c
684	20c	C21
U	imp	b
685	25c	C22
U	imp	b
686	50c	C23
687	C1	C24
U		b
U		c

1932 Off Air

0688	15c	C04
a	↓	a
b	↑↑	b
c	↑↓	c
0689	20c	C05
a	↑↑	a
b	↑Bl	U
0690	25c	C06
0691	50c	C07
0692	C1	C08
0693	25c	C09

1932 Official

0694	1c	0301
a	↑↑	a
0695	2c	0302
a	↑↑	a

0696	3c	0303
a	↑↑	a
0697	4c	0304
0698	5c	0305
0699	6c	0306
a	↑↑	a
0700	10c	0307
0701	15c	0308
a	↑↑	a
0702	20c	0309
0703	25c	0310
0704	50c	0311
0705	C1	0312

with 1931

0706	1c	0313
0707	2c	0314
a		a
0708	3c	0315
0709	5c	0316
0710	15c	0317
0711	25c	0318
0712	25c	0319

1932 Air

688	30c/50c	C25
a	Valc	a
b	"."	d
c	↑↑	b
d	↑↓	c
U	Valc↑↑	e
689	35c/50c	C26
a	Valc	a
b	↑↑	b
c	↑↓	c
U	Valc↑↑	d
d	↑Bk	C27
da	↑BkValc	a
690	40c/C1	C28
a	Valc	a
b	↑↑	b
c	↑↓	c
U	↓	d
U	Valc↓	e
U	Valc↑↑	f
691	55c/C1	C29
a	Valc	a
b	↓	d
c	↑↑	b
d	↑↓	c
U	Valc↓	e
U	Valc↑↑	f

1932 Int Air Mail

692	15c	C30
a	Aerreo	a
b	m↓	b

1932 Inland Air

693	8c/C1	C31
a	u↓	b
b	1232	a

1932 Air

694	1c	C32
a	↓	a
695	2c	C33
a	↓	a
b	↑↑	b
696	3c	C34
a	↓	a
U	imp→	b
697	4c	C35
a	↓	a
b	↑↑	b
U	imp↑	c
U	imp→	d
698	5c	C36
a	↓	a
U	imp→	b
699	6c	C37
a	↓	a
700	8c/10c	C40
a	↓	a
b	"Vale"	C43
ba	"Vale"↓	a
U	imp→	b
701	16c/20c	C41
a	↓	a
702	24c/25c	C42
a	↓	a
U	imp→	b
703	50c	C38
a	↓	a
704	C1	C39
a	↓	a
U	imp↑	b

Red surcharge

705	25c	C44
a	↓	a
706	32c/50c	C45
a	↓	a
b	date↓	b
c	value↓	c
U	imp↑	d
707	40c/C1	C46
a	↓	a
b	date↓	U
c	value↓	b

1932 Air

708	1c	C47
a	1232	a
b	↓	b
c	↑↓	c
U	1232↓	d

709	2c	C48
a	1232	a
b	↓	b
U	1232↓	c

1932 Air Sur

710	1c/2c	C49
711	2c/3c	C50
712	3c/4c	C51
713	4c/5c	C52
714	5c/6c	C53
715	6c/10c	C54
a	↑↑	a
716	8c/15c	C55
717	16c/20c	C56
718	24c/25c	C57
719	25c/25c	C58
a	↑↑	a
720	32c/50c	C59
721	40c/50c	C60
722	50c/C1	C61
723	100c/C1	C62

with 1931

724	24c/25c	C65
725	25c/25c	C66

1932 Rivas

726	1c	570
U	ochre	a
727	2c	571
728	5c	572
729	10c	573
730	15c	574
731	15c	C67
732	20c	C68
733	25c	C69
734	50c	C70
735	C1	C71

1932 Surcharges

736	1c/3c	580
a	↑↑	a
737	2c/4c	582
a	↑↑	a
738	1c/3c	581

1932 Leon-Sauce

739	1c	575
740	2c	576
741	5c	577
742	10c	578
743	15c	579
744	15c	C72
745	20c	C73
746	25c	C74
747	50c	C75
748	C1	C76

1933 Surcharges

749	1c/3c	583
a	savo	a
b	↑↓	b
750	1c/5c	584
a	↓	a
b	↑↑	b
751	2c/10c	586
a	↓	b
b	↑↑	a
c	↑↓	c

with 1931

752	1c/5c	585
a	↑↑	a

1933 Columbus

753	½c	587
754	1c	588
755	2c	589
756	3c	590
757	4c	591
758	5c	592
759	10c	593
760	15c	594
761	20c	595
762	25c	596
763	30c	597
764	50c	598
765	C1	599
766	1c	C77
767	2c	C78
U	imp	a
768	4c	C79
U	imp	a
769	5c	C80
770	6c	C81
U	imp	a
771	8c	C82
U	imp	a
772	15c	C83
U	imp	a
773	20c	C84
U	imp↑	a
U	imp→	b
774	25c	C85
775	50c	C86
776	C1	C87
0777	1c	0320
0778	2c	0321
0779	3c	0322
0780	4c	0323
0781	5c	0324
0782	6c	0325
0783	10c	0326
0784	15c	0327
0785	20c	0328
0786	25c	0329
0787	50c	0330
0788	C1	0331

1933 Controls

777-89		U

Scott do not list control signatures

1933 R de C Control

790	1c	U

1933 Air Surch

791	30c/50c	C106
792	35c/50c	C107
793	40c/C1	C108
794	55c/C1	C109

1933 Air Week

795	10c	C88
U	imp	a
796	15c	C89
U	imp	a
797	25c	C90
U	imp	a
798	50c	C91

1933 Air Surch

799	1c/2c	C92
800	2c/3c	C93
801	3c/4c	C94
802	4c/5c	C95
803	5c/6c	C96
804	6c/10c	C97
805	8c/15c	C98
806	16c/20c	C99
807	24c/25c	C100
808	25c/25c	C101
809	32c/50c	C102
810	40c/50c	C103
811	50c/C1	C104
812	C1/C1	C105

1933 R de C

813	1c	RA42

1933 Official

0814	1c	0332
0815	2c	0333
0816	3c	0334
0817	4c	0335
0818	5c	0336
0819	6c	0337
0820	10c	0338
0821	15c	0339
0822	20c	0340
0823	25c	0341
0824	50c	0342
0825	C1	0343